

THE BALTIC EXCHANGE DRY CARGO QUESTIONNAIRE (BALTIC99)

Version 2

| | | | |
|--------------------------------|---|--|-------------------------------|
| 1 GENERAL INFORMATION | | | |
| 1.1 | Date updated: | 30-Jun-24 | |
| 1.2 | Vessel's name: | VIYADA NAREE | |
| 1.3 | IMO number: | 9722039 | |
| 1.4 | Vessel's previous name(s) and date(s) of change: | N.A. | |
| 1.5 | Flag: | SINGAPORE | |
| 1.6 | Port of Registry: | SINGAPORE | |
| 1.7 | Type of vessel: | BULK / LOG CARRIERS | |
| 1.8 | Type of hull: | DOUBLE HULL | |
| Ownership and Operation | | | |
| 1.9 | Registered owner - Full style: | PRECIOUS WISDOM PTE LTD 20 MCCALLUM STREET #19-01 TOKIO MARINE CENTRE SINGAPORE 069046 | |
| 1.1 | Parent company/group to which the owner belongs - Full style: | Precious Shipping Public Company Ltd. 8 North Sathorn Road, Bangkok 10500 Thailand | |
| 1.11 | Technical operator - Full style: | Great Circle Shipping Agency Ltd 8/35 North Sathorn Road , Bangkok 10500, Thailand +Tel:+6626968902 E- mail : gcship@preciousshipping.com | |
| 1.12 | Commercial operator - Full style: | Precious Shipping Public Company Ltd. 8 North Sathorn Road, Bangkok 10500 Thailand E-mail : postfix@preciousshipping.com | |
| 1.13 | Disponent owner - Full style: | N/A | |
| 1.14 | Does disponent owner have vessel on time charter or bareboat: | N/A | |
| 1.15 | Since when vessel has been under Disponent owner: | N/A | |
| 1.16 | Number of vessels in disponent owner's fleet: | N/A | |
| Builder | | | |
| 1.17 | Builder (where built) / Yard number: | SHANHAIGUAN NEW SHIPBUILDING INDUSTRY CO LTD | BC385-12 |
| 1.18 | Date delivered (built): | 06-Jan-16 | |
| Classification | | | |
| 1.19 | Classification society: | NIPPON KAIJI KYOKAI | |
| 1.2 | Class notation: | NS* (CSR,Bilk CarrierType A,BC-XII ,GRAB 20) (PSPC ,Double -side skin space of Bulk Carriers) (ESP)(IWS)(PSCM)(BWTS)(IHM) MNS* (M0) | |
| 1.21 | If Classification society changed, name of previous society: | N.A. | |
| 1.22 | If Classification society changed, date of change: | N.A. | |
| 1.23 | Date and place of last dry dock: | 18-Apr-24 | Shanhaiguan Shipyard |
| 1.24 | Date next dry dock is due: | 05-Jan-26 | |
| 1.25 | Date of last special survey / next survey due: | 27-Dec-20 | 5-Jan-26 |
| 1.26 | Date of last annual survey / next survey due: | 28-Oct-23 | 05-Oct-2024 to 05-Apr-2025 |
| 1.27 | Is vessel entered in classification approved enhanced survey program? | N.A. | |
| 1.28 | Does vessel comply with IACS unified requirements regarding number 1 cargo hold and double bottom tank steel structure? | YES | |
| | Has this compliance been verified by the classification society? | YES | |
| Dimensions | | | |
| 1.29 | Length Over All (LOA): | 182.00 | |
| 1.3 | Length Between Perpendiculars (LBP): | 178.70 | |

| | | | | |
|----------------------------|---|------------------------------------|---|--|
| 1.31 | Extreme breadth (Beam): | | 30.00 | |
| 1.32 | Moulded depth: | | 14.80 | |
| 1.33 | Keel to Masthead (KTM) / KTM in collapsed condition (if applicable): | | 45.822 | |
| 1.34 | Distance from waterline to top of hatch coamings or top of hatch covers if side-rolling hatches | No1. Hatch | Midships | Last Hatch |
| | Ballast condition: Draft :F 5.04 m/ A 6.59 m (ballast holds not flooded, basis 50% bunkers) | 11.80 m | 11.15 m | 10.70 m |
| | Full ballast condition: F :7.77 m/ A 8.36 m (ballast holds flooded, basis 50% bunkers) | 9.10 m | 8.90 m | 8.70 m |
| | Fully laden condition: 10.50 Evenkeel | 6.60 m | 6.60 m | 6.60 m |
| 1.35 | Distance from keel to top of hatch coamings (or top of hatch covers if side-rolling hatches): | 17.10 m | 17.10 m | 17.10 m |
| Tonnages | | | | |
| 1.36 | Gross Tonnage (GT) / Net Registered Tonnage (NRT): | | 24,235 | 12,826 |
| 1.37 | Suez Canal Tonnage – Gross (SCGT) / Net (SCNT): | | 24,548.52 | 21,858.39 |
| 1.38 | Panama Canal Net Tonnage (PCNT): | | 20,175 | |
| Loadline Information | | | | |
| 1.39 | Loadline | Deadweight | Draft | TPC |
| | Summer: | 38,716.47 | 10.500 | 51.500 |
| | Winter: | 37,588.97 | 10.281 | 51.400 |
| | Winter North Atlantic: | 37,588.97 | 10.281 | 51.400 |
| | Fresh water: | 39,918.68 | 10.733 | 51.666 |
| | Tropical: | 39,846.37 | 10.719 | 51.638 |
| | Tropical fresh water: | 41,050.92 | 10.952 | 51.800 |
| | Full Ballast condition: F 5.04 m / A 6.59 m (ballast holds not flooded, basis 50% bunkers) (about) | | | |
| | Lightship: Draft: F: 0.00m , A: 4.99m Displacement : 9341.630 mt | | | |
| | FWA at summer draft: | | 233 MM | |
| | TPC on summer draft | | 51.5 TONS | |
| Is vessel fitted for: | | | | |
| 1.4 | Transit of Panama Canal? | | YES | |
| | If yes, state deadweight all told on 39ft 6in / 12.039m (SG 0.9954): | | N.A. | |
| | If yes, is Panama deadweight all told affected by vessel's bilge turn radius? | | N.A. | |
| 1.41 | Transit of Suez Canal? | | YES | |
| 1.42 | Transit of St. Lawrence Seaway? | | N.A. | |
| | If yes, state deadweight all told on 26ft / 7.92m fresh water: | | N.A. | |
| Recent Operational History | | | | |
| 1.43 | Has vessel been involved in a pollution, grounding, serious casualty or collision incident during the past 12 months? If yes, give details: | | Pollution: NO Grounding: NO Casualty: NO Collision: NO | |
| 1.44 | Voyage History | | | |
| | Voy# | Charterer | Cargo | Load-Discharge Ports |
| | 1 | NYK BULK & PROJECTS CARRIERS LTD | NATURAL GYPSUM IN BULK | SALALAH TO CHIBA |
| | 2 | HMM CO. LTD. | STEEL PRODUCTS | DANGJIN, KWANGYANG, POHANG & BATAM TO SOHAR, ABU DHABI, DAMMAM & JEBEL ALI |
| | 3 | SOL SHIPPING INTERNATIONAL PTE LTD | STEEL PRODUCTS | BAHODOPI TO KAOHSIUNG & TAICHUNG |

| | | | | |
|--|----|---|--|--|
| | 4 | OLDENDORFF CARRIERS GMBH & CO. KG | BULK FERRO CHROME | MAPUTO TO KENDARI & BAHODOPI |
| | 5 | M/S MACS MARITIME CARRIER SHIPPING LTD | PET COKE IN BULK, GENERAL CARGO AND USED TRUCK | GRAMERCY, PORT ARTHUR & HOUSTON TO WALVIS BAY, DURBAN, MAPUTO & RICHARDS BAY |
| | 6 | M/S BULK ATLANTIC INC | STEEL REBARS | MARTAS TO CRISTOBAL & PUERTO LIMON |
| | 7 | M/S HONG YUAN (HONG KONG) SHIPPING LIMITED | STEEL SLABS | KEMAMAN TO DILISKELESI |
| | 8 | M/S SWIRE BULK PTE LTD | PET COKE IN BULK | SOHAR TO HALDIA |
| | 9 | WOOHYUN SHIPPING CO., LTD. | STEEL PRODUCTS (COILS) | POHANG & KWANGYANG TO MUMBAI |
| | 10 | Oldendorff GmbH & Co. Kg., Luebeck, Germany | ZIRCON SAN, FERRO CHROME | RICHARDS BAY TO NINGDE, ZHENJIANG, QINGDAO, POHANG |
| 1.45 Specify the security level at which the ship is currently operating (ISSC): | | | | LEVEL ONE |

| 2 | CERTIFICATION | Issued | Last Annual | Expires |
|------|---|-----------|-------------|-----------|
| 2.1 | Safety Equipment Certificate: | 27-Dec-20 | 28-Oct-23 | 05-Jan-26 |
| 2.2 | Safety Radio Certificate: | 27-Dec-20 | 28-Oct-23 | 05-Jan-26 |
| 2.3 | Safety Construction Certificate: | 27-Dec-20 | 28-Oct-23 | 05-Jan-26 |
| 2.4 | Loadline Certificate: | 27-Dec-20 | 28-Oct-23 | 05-Jan-26 |
| 2.5 | Safety Management Certificate (SMC): | 06-May-21 | 18-Apr-24 | 19-May-26 |
| 2.6 | Document of Compliance (DOC): | 4-Nov-20 | 9-Oct-23 | 19-Nov-25 |
| 2.7 | Cargo Gear survey: | 27-Dec-20 | 1-Feb-24 | 05-Jan-26 |
| 2.8 | Cargo securing manual: | 6-Jan-16 | N/A | N/A |
| 2.9 | International Oil Pollution Prevention Certificate (IOPPC): | 27-Dec-20 | 28-Oct-23 | 05-Jan-26 |
| 2.1 | Ship Sanitation Control (SSCC) / Ship Sanitation Control Exemption (SSCE) Certificate | 26-Jun-24 | N/A | 25-Dec-24 |
| 2.11 | USCG COFR: | 6-Jan-22 | N/A | 6-Jan-25 |
| 2.12 | International Ship Security Certificate (ISSC): | 07-May-21 | 18-Apr-24 | 19-May-26 |

| 3 CREW MANAGEMENT | | |
|-------------------|--|--------------------------|
| 3.1 | Number of Officers: (including Master) | 13 |
| 3.2 | Number of crew: | 10 |
| 3.3 | Name and nationality of Master: | Capt. Anucha Hongcharoen |
| 3.4 | Nationality of Officers: | Thai/Indian |
| 3.5 | Nationality of crew: | Thai/Indian |
| 3.6 | What is the common working language onboard: | English |
| 3.7 | Do officers speak and understand English? | YES |

| 4 | SAFETY MANAGEMENT | | |
|-----|--|------------------|-----|
| 4.1 | Is the vessel ISM certified? | YES | |
| 4.2 | Document of Compliance (DOC) certificate number / issuing authority: | 20TB-M0076SGPDOG | NKK |
| 4.3 | Safety Management (SMC) certificate number / issuing authority: | 21NL-M0024SMC | NKK |
| | State outstanding recommendations, if any: | NO | |
| 4.4 | Is the vessel operated under a Quality Management System? | YES | |
| | If Yes, what type of system (ISO9002 or IMO Resolution A.741(18)): | ISO9002 | |

| | | | |
|-------------------------|---|--|-----------|
| 5 CARGO ARRANGEMENTS | | | |
| Holds | | | |
| 5.1 | Number of holds: | 5 HOLDS | |
| 5.2 | Hold dimensions: L x B x H | No.1: 27.2 m x 27.4 m x 15.15 m No.2: 28.8 m x 27.4 m x 15.15 m No.3: 28.8m x 27.4 m x 15.15 m No.4: 28.8m x 27.4 m x 15.15 m No.5: 28.8m x 27.4 m x 15.15 m | |
| 5.3 | Are vessel's holds clear and free of any obstructions? | YES | |
| 5.4 | Capacity, by hold, excluding wing/topside tanks but including hatchways: | Grain | Bale |
| | Hold #1: | 8020.4 | 7,408.80 |
| | Hold #2: | 10367.4 | 9,519.60 |
| | Hold #3: | 10379.9 | 9,528.30 |
| | Hold #4: | 10379.4 | 9,527.70 |
| | Hold #5: | 9614.0 | 8,854.90 |
| | Total: | 48761.1 | 44,839.30 |
| 5.5 | Is vessel strengthened for the carriage of heavy cargoes? | YES | |
| 5.6 | If yes, state which holds may be left empty: | HOLDS NO. 2 & 4 | |
| 5.7 | Is tanktop steel suitable for grab discharge? | YES | |
| 5.8 | State whether bulkhead corrugations are vertical or horizontal: | CORRUGATION VERTICAL BULKHEAD | |
| 5.9 | Tanktop strength: | 25.0 MT/ SQM | |
| 5.1 | Are holds CO2 fitted? | YES | |
| 5.11 | Are holds fitted with smoke detection system? | YES | |
| 5.12 | Is vessel fitted with Australian type approved holds ladders? | YES | |
| 5.13 | Has vessel a functioning class certified loadmaster/loadicator or similar calculator? | YES | |
| 5.14 | Are holds hopped at: | | |
| | Forward bulkhead? | N.A | |
| | Aft bulkhead? | YES | |
| 5.15 | Can vessel's holds be described as box shaped? | N/A | |
| 5.16 | Measurement of any tank slopes/hoppering: (height and distance from vessel's side at tank top) | No.1: 4.0 mtrs x 2.7 mtrs(from vsl's inner bulkhead at tanktop) No.5: 4.0 mtrs x 5.6 mtrs (from vsl's inner bulkhead at tanktop) | |
| 5.17 | Flat floor measurement of cargo holds at tank top: L x W | No.1: 24.8 m x(fwd 10.4m , aft 23.08m) No.2: 26.4m x (fwd 24.53,aft 27.4 m) No.3: 26.4m x 27.4 m No.4: 26.4m x (fwd 27.4 m, aft 25.93 m) No.5: 26.4 x (fwd 24.43 m , aft 7.20 m) | |
| 5.18 | Are vessel's holds electrically ventilated? | yes | |
| | If yes, state number of air-changes per hour basis empty holds: | 6 air change per hour | |
| 5.19 | Type of hold paint: | EPOXY | |
| 5.2 | Is vessel fitted for carriage of grain in accordance with chapter V1 of SOLAS 1974 and amendments without requiring bagging, strapping and securing when loading a full cargo (deadweight) of heavy grain in bulk (stowage factor 42 cu. Feet) with ends untrimmed? | YES | |
| 5.21 | Is the vessel fitted with A60 Steel Bulkhead? | YES | |
| Deck and Hatches | | | |
| 5.22 | Number of hatches: | 5 | |
| 5.23 | Make and type of hatch covers: | TTS - MCGREGOR/ Electro hydraulic folding | |
| 5.24 | Hatch dimensions: (Length X Breadth) | No.1 CH= 16.8 mx 16.8m No.2-5 CH= 19.2m x 20.00m | |
| 5.25 | Hatch span (distance from front of forward hatch#1 to aft of rear hatch#5): | 132.00 mtrs | |
| 5.26 | Strength of hatch covers: | 2.2 t/m2 | |
| 5.27 | Number, diameter and location of cement holes | 2 holes/ O.D.840 mm / I.D. 700 mm, fwd end (P) /aft end (S) panel | |
| 5.28 | Distance from ship's rail to near and far edge of hatch covers/coaming near and far (Please advise the minimum width clear of any obstruction for each hold): | Distance from ship's rail to no.1 h/coaming each side 3.40 m. Distance from ship's rail to no.2-4 h/coaming each side 3.30 m Distance from ship's rail to no.5 h/coaming each side 2 m (Pilot access) | |

| | | |
|----------------|---|----------------------------------|
| 5.29 | Distance from bow to fore of 1 st hold opening: | 22.40 mtrs |
| 5.3 | Distance from stern to aft of last hold opening: | 32.80 mtrs |
| 5.31 | State deck strength: | 4 t/m2 |
| Ballast | | |
| 5.32 | Capacity of ballast tanks (100%): | 14,045.20 m3 |
| 5.33 | Ballast holds capacity, state which hold(s): | hold 3 / 10,379.90 m3 |
| 5.34 | Vessel's ballasting time / rate of ballasting / Vessel's deballasting time / rate of deballasting | Ballast 1400 m3/hrs by 2 pumps , |
| 5.35 | | De-ballast 1200 m3 by 2 pumps |
| 5.36 | Unpumpable quantity: | about 150 mt |

| 6 CARGO GEAR (ONLY TO BE COMPLETED IF APPLICABLE) | | | |
|---|---|-----------------------------|--|
| 6.1 | If geared state make and type: | | Jiangsu Masada-Mitsubishi /Electro hydraulic crane |
| 6.2 | Number/location of derricks-/ cranes: | | 4 nos / Center Line , Aft of no. 1,2,3,4 Hatch |
| 6.3 | Maximum outreach of gear beyond ships rail | | 11.0 mtr s |
| 6.4 | Maximum outreach of gear beyond ships rail with maximum cargo lift on hook: | | 11.0 mtrs |
| 6.5 | If gantry cranes/horizontal slewing cranes - state minimum clearance distance crane hook to top of hatch coaming: | | N.A. |
| 6.6 | Time needed for full cycle with maximum cargo lift on hook: | | |
| 6.7 | Hoisting time of gear: (Load / Metres Minutes) | Hook : 36 MT Grab: 28 MT | 22 M/ MIN |
| 6.8 | Luffing time of gear: | | 54 sec |
| 6.9 | Slewing time of gear: | | 0.6 rpm |
| 6.1 | Is gear combinable for heavy lift? | | N.A. |
| 6.11 | Are winches electro-hydraulic? | | YES |
| 6.12 | If vessel has grabs on board - state: | | N.A. |
| | Type: | | N.A. |
| | Weight: | | N.A. |
| | Lifting Capacity: | | N.A. |
| | Power source of grabs: | | N.A. N.A. |
| | Location of power source: | | N.A. |
| 6.13 | Does vessel have enough power to run 4 cranes and 4 shore grabs (if applicable). If not pls state how many? | | YES |
| 6.14 | Is vessel fitted with sufficient lights at each hatch for night work? | | YES |
| 6.15 | Is vessel logs fitted? | | YES |
| | If yes, state number, type and height of stanchions/sockets, if on board: | | FIXED / COLLAPSIBLE / 7 MTRS |
| 6.16 | Is vessel log racks fitted? | | N.A. |
| 6.17 | Timber Loadline (if applicable) | Deadweight | Draft TPC |
| | Summer: | 38,716.47 | 10.5 51.500 |
| | Winter: | 37,588.97 | 10.281 51.400 |
| | Winter North Atlantic: | 37,588.97 | 10.281 51.400 |
| | Fresh water: | 39,918.68 | 10.733 51.666 |
| | Tropical: | 39,846.37 | 10.719 51.638 |
| | Tropical fresh water: | 41,050.92 | 10.952 51.800 |

| 7 | | | |
|-----|--|--|---------|
| 7.1 | Capacity in direct stow of TEU/FEU basis empty tanks: | | N/A N/A |
| | Capacity in direct stow of TEU/FEU basis full tanks: | | N/A N/A |
| 7.2 | Are all containers within reach of vessel's gear? | | N/A |
| 7.3 | If no, state self sustained capacity: | | N/A |
| 7.4 | If vessel fitted with all permanent and loose fittings/lashing materials for above number of TEU/FEU? | | N/A |
| 7.5 | Is vessel fitted with recessed holes/shoes on tanktop and container shoes on weatherdeck and hatch covers? | | N/A |
| 7.6 | Advise stack weights and number of tiers on/under deck per TEU: | | N/A |
| | Advise stack weights and number of tiers on/under deck per FEU: | | N/A |
| 7.7 | Has vessel a container spreader on board? | | N/A |
| 7.8 | Number and type of reefer plugs: | | N/A |

| | | | | |
|---|--|------|--|---------|
| 8 ENGINE ROOM, SPEED AND CONSUMPTION | | | | |
| 8.1 Is vessel fitted with a shaft generator? | | | NO | |
| Engine Room | | | | |
| 8.2 Engine make/model and type: | | | Wartsila 5RT-Flex50-D | |
| 8.3 BHP / RPM of main engine at MCR: | | 100% | 100 | 6132 kW |
| 8.4 BHP / RPM of main engine at NCR (as % of MCR): | | 80% | 92.9 | 4918 kW |
| 8.5 GENERATORS : | | | YANMAR 6EY18ALW | |
| Fuel | | | | |
| 8.5 What type/viscosity of fuel is used for main propulsion: | | | RMG 380CST ISO 8217:2017 VLSFO (Sulphur< 0.5%) + In ECA area, DMA ISO 8217:2017 LSMGO (Sulphur < 0.1%) | |
| Capacity (100%) of main engine bunker tanks (LSIFO ; excluding unpumpables): | | | RMG380 CST 1340 MT, LSMGO 345 MT (90%) | |
| 8.6 What type/viscosity of fuel is used in the generating plant: | | | RMG 380CST ISO 8217:2017 VLSFO (Sulphur< 0.5%) + In ECA area, DMA ISO 8217:2017 LSMGO (Sulphur < 0.1%) | |
| Capacity (100%) of aux engine(s) bunker tanks (LSMGO + HSMGO; excluding unpumpables): | | | INCLUDED IN M/E TANKS | |
| Speed | | | | |
| 8.7 Ballast: | | ABT | AS PER VESSEL DESCRIPTION | |
| Laden: | | ABT | | |
| Consumptions | | | | |
| 8.8 Passage | | | Main | Aux |
| Ballast: | | | AS PER VESSEL DESCRIPTION | |
| Laden: | | | | |
| 8.9 In Port | | | | |
| Working: | | | | |
| Idle: | | | | |
| Other (specify): Vsl burns extra IFO/MDO when grabs are operating ABT | | | | |
| 9 MISCELLANEOUS | | | | |
| Communications and Electronics | | | | |
| 9.1 Call sign: | | | 9V2940 | |
| 9.2 Vessel's INMARSAT – C number: | | | 456453811, 456453812 | |
| 9.3 Vessel's telephone number: | | | 870-773261598 | |
| 9.4 Vessel's fax number: | | | 870-783271253 | |
| 9.5 Vessel's email address: | | | viyadanaree@speedmailplus.com | |
| 9.6 Vessel's MMSI No. (Maritime Mobile Selective call Identity Code): | | | 564538000 | |
| 9.7 Vessel's onboard electrical supply (V / Hz): | | | 220 V / 60 Hz | |
| Constants/Fresh Water | | | | |
| 9.8 Constants excluding fresh water: | | | about 350 MT | |
| 9.9 Daily freshwater consumption: | | | 10 MT | |
| 9.1 Fresh water capacity: | | | 352.8 MT | |
| 9.11 State daily production of evaporator: | | | 12-15 MT | |
| 9.12 Normal fresh water reserve: | | | 150 MT | |
| Insurance | | | | |
| 9.13 P & I Club - Full style: | | | SKULD, Assuranceforeningen Skuld (Gjensidig), P.Obox 1376 Vika, No-0114 Oslo, Norway Tel: +4722002200 Fax: +4722424222 | |
| 9.14 P & I Club coverage: | | | AS PER P&I RULES | |
| 9.15 Where is the owners hull and machinery placed: | | | The Swedish Club | |
| 9.16 Hull & Machinery insured value: | | | AS PER VESSEL DESCRIPTION | |
| Vetting | | | | |
| 9.17 Is the vessel RIGHTSHIP approved: | | | N.A | |
| 9.18 Date/Place of last RIGHTSHIP Inspection: | | | N.A | |

| Port State Control | | |
|--------------------|--|---------------------------------|
| 9.19 | Date and place of last Port State Control inspection: | 03-June-2024 at Mina Zayed, UAE |
| 9.2 | Has the vessel been detained by Port State Control in the last 12 months? | NO |
| | Any outstanding deficiencies as reported by any Port State Control. If yes, provide details: | NO |
| 9.21 | Any Australian Maritime Safety Authority (AMSA) detentions or noted deficiencies. If so, please advise details and specify when/where these items were repaired. | NO |

| 10 | SUPPLEMENTARY INFORMATION FOR SPECIFIC COMMODITIES/TRADES |
|------|---|
| 10.1 | |

2008 (BalticExchange.com / Baltic99.com)